

Table 2 continued

- ^a These emission reductions are associated with both electric and fossil-fuel saving measures. Under a cap-and-trade system, the total number of emission allowances is determined by regulation. Regulated entities can purchase allowances and collectively emit up to the cap that is currently in place. Therefore, in the near term, electric efficiency projects may not decrease the overall amount of emissions going into the atmosphere. However, electric efficiency projects will reduce end users' responsibility or footprint associated with emissions from electricity production.
- ^b CO₂e stands for carbon dioxide equivalent and describes the amount of CO₂ that would have the same global warming potential as a given mixture of gases based on factors published by the Intergovernmental Panel on Climate Change.
- ^c Inclusive of incentive dollars for expenditures, encumbrances, and contract pre-encumbrances.
- ^d Inclusive of all non-incentive expenditures.
- ^e Inclusive of savings from all currently operational projects installed since program inception.
- ^f Inclusive of savings from all projects under a signed contract and projects with an application received that are not yet operational.
- ^g The sum of savings from Installed Savings and Pipeline Savings.
- ^h The sum of figures in columns Total Incentives and Total Associated Costs divided by the columns Total Committed Savings.
- ⁱ The sum of figures in columns Total Incentives and Total Associated Costs divided by the expected lifetime committed savings. Inclusive of cross-program overlap.
- ^j The Multifamily Carbon Emissions Reduction Program is a fuel-switching program and does not claim any energy or bill savings.
- ^k The Regional Economic Development and GHG Reduction program consists of 15 unique projects. The costs for all 15 projects are included in this table although only a subset of these projects actually report quantifiable energy benefits. The negative MMBtu savings are due to a manufacturing project that switched from burning #6 residual oil to natural gas and a transportation project that switched from burning diesel fuel to compressed natural gas (CNG). CNG is slightly less efficient than diesel from an energy perspective but results in carbon emission reductions.
- ^l The Clean Energy Communities Program budget is comprised of funding from both RGGI and CEF. These figures represent the proportion of RGGI funds allocated to the Clean Energy Communities program.
- ^m Net Energy Savings values represent MMBtu savings from the use of electric vehicles; the electricity required to charge the vehicles is removed from this table as this induced electricity consumption is the result of beneficial electrification. Expected Emission reductions and customer bill savings are net, including both MMBtu that add to the benefits and the electricity required to charge the electric vehicles that subtract from the benefits.
- ⁿ These figures represent a proportional allocation of benefits relative to the percent of RGGI contributions to the total approved CEF budget.
- ^o Cross-program overlap accounts for projects that received any combination of a GJGNY assessment, a GJGNY loan, or a RGGI-funded incentive through the Home Performance with ENERGY STAR[®] Program, NY-Sun Program or Renewable Heat NY Program.
- ^p Totals may not sum exactly due to rounding.